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THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

VOL. VIII. NO. 51. CLEVELAND, O., DECEMBER 23, 1886. $2.00 PER ANNUM SINGLE COPIES 5 CENTS

AROUND THE LAKES.

CLEVELAND.

John Thomson has gone to Boston to meet relatives from the old country.

The steamer Columbia, laid up at this port, is having new bottoms put in the big flues of her boiler.

The engine for the Harvey Brown steel steamer at the Globe iron yard is being set up at the Globe Iron Works.

The Ranney is having new insides put into new fire boxes all around and the machinery a general overhauling.

The engine for Messrs. Moore & Bartow's new steamer at Quaye's yard has been finished at Globe Iron Works and sent to the shipyard to be placed in the hull.

Captain Fred Groch, tug and steamboat owner, and Captain William Wheeler of the steamer Norma, of Sandusky, were in the city yesterday.

The Marine Engineer Beneficial Association held its first meeting last Thursday night. There was a good attendance and much business of importance was done.

The Cleveland drydock has a gang of men at work on the schooner Shawnee, putting in new frames forward and aft. The Queen of the West is getting new floors and hatch combings.

W. W. Waterbury, engineer of the Oneida, was in the city yesterday, on the way to his home. Mr. Waterbury is one of the men whose example, not only as a mechanic, but as a man, should be followed.

Captain G. E. Mapes, of Detroit, will spend a few weeks in this city visiting friends. Captain Mapes has sold his little schooner Ferret for good value and is now without a quarter deck.

Mr. C. G. Orth is having a new engine 5x6 built for his yacht the C. Gorth, and a Scotch boiler. This improvement will add much to the speed of the yacht. With the little 4x4 engine that was in the yacht last year she could make the distance between Cleveland and Rocky River in one hour.

L. Cooper Overman, major of engineers U. S. A., has opened the bids for furnishing material and constructing 1,500 feet of the breakwater east of the river at Cleveland. The iron furnishing is given to the Lake Erie Iron Co., of Cleveland, and the timber furnishing and work to C. E. Williams, of Buffalo, whose bid was $110,315.54.

Mr. A. A. Parker, of Detroit, and Mr. Duff, of Duff & Gatfield, from the Lime Kiln crossing, were in the city last week. Mr. Parker chartered the propeller B. W. Blanchard to the Ogdensburg line for two years for the sum of $32,000. The chartering party pays everything except insurance and takes all risk of collision. The placing of the propeller Waverly is on the same terms.

TWO RIVERS.

The schooner Annie O. Hanson, lumber laden from Frankfort, for Milwaukee, in tow of the tug Gregory, ran ashore during a blinding snow storm, about four miles north of that place, at 7 o'clock Friday evening. The tug succeeded in making port and notified the life saving crew of the peril of those on board the Hanson. They immediately repaired to the wreck and succeeded after several attempts in rescuing the crew, seven in number, at 3 o'clock Saturday morning. The night was bitterly cold and the sufferings of the life savers and shipwrecked seamen were intense. The vessel lies only a few hundred feet from the wreck of the steamer Grace Patterson, is full of water, and deeply imbedded in quicksand. She will probably prove a total loss. The Annie O. Hanson, 185 tons, was built at Depere by Sorenson in 1869 and rebuilt in 1882. She was owned at Manistee and valued at $6,000, class A2.

CHICAGO.

Special to the Marine Record.

George C. Finney, Captain D. P. Crane and James Mowatt, of Chicago, have purchased the one-half interest of Messrs. Wolf & Davidson, Milwaukee, in the fine schooner James Mowatt for $15,000, so that she is now entirely owned in Chicago. Captain Crane made considerable money with her in the season just passed, and on Tuesday refused to load her at 6 cents per bushel. She classes A1, and is in splendid condition for next season's work, and we wish them great success.

James Sheriffs, of the Vulcan Iron Works, Milwaukee, was in this city Tuesday, on business.

Captain Wm. Chamberlain, of the steambarge Jim Sheriffs, arrived at Chicago, his home, on Monday from Port Huron, where he had laid up the Sheriffs.

The following is a correct list of vessels chartered and either loaded or getting ready to load, up to Tuesday, Dec. 21, at Chicago and South Chicago:

Steamship Monteagle, corn at	5½c
Schooner City of Green Bay, corn at	5½c
Schooner Chester B. Jones, corn	5½c
Schooner C. C. Barnes, corn	5½c
Schooner E. C. Hutchinson, corn	5½c
Schooner E. L. Coyne, corn	5½c
Schooner F. L. Danforth, corn	5½c
Schooner Manitowoc, corn	5½c
Schooner Mystic Star, corn	5½c
Schooner R. B. Hayes, corn	5½c
Schooner Sweetheart, corn	5½c
Schooner White Star, corn	5½c
Schoone, C. P. Minch, wheat	5½c
Schooner Cheney Ames, wheat	6c
Schooner Melbourne, flaxseed	6c

Strict bill of lading. As the amount of carrying capacity of vessels in Chicago this fall is one million and a half less than last fall, that there is considerable more grain in the elevators than at this time last year, and that about 400 cars of corn and 300 of wheat are arriving daily, freights ought to be better than for many years.

The Joliet Steel Company receives daily large quantities of iron ore from Ashland by rail.

The schooner Cheney Ames is getting new decks at South Chicago, prior to her taking on her cargo of wheat.

The Lehigh Valley line steamships Clyde, H. E. Packer and Fred Mercur, laid up at this port, are having a thorough overhauling and calking, under the superintendence of W. F. Gregory, chief engineer of the line.

At Miller Bros.' drydocks the steamship Australasia is in dock for recalking all over; the steambarge Manistique was in for some repairs to her stern and forefoot; tug Alert in to have her rudder fixed; the schooner Golden Fleece for a survey and necessary repairs. She has a new mizzen mast at the derrick; the tug Union was at the derrick and had her stern bearing fixed.

At the Chicago drydock company's the schooner Cuyahoga was in for some new keel forward and aft; a stern post and calking; the tug Parker for new ironing; the propeller Cormorant was in for calking bottom, ceiling and deck, a piece of new keel forward and some repairs; the schooner J. B. Wilbur and Eagle Wing and the barge Wayne have received necessary repairs; the schooner Julia B. Merrill has had her masts taken out at the derrick and will go into dock and receive an extensive rebuild.

Captain John Wright, of the schooner John C. Baine, of Milwaukee, arrived at Chicago Tuesday. He will start for the south on Thursday to spend the winter. He takes with him his wife and seven relatives; quite a jolly party.

The steambarge Charles Reitz, Captain David Curran, arrived last Friday morning from Manistee with salt and lumber. She is lying up here.

P. H. Finney, of the firm of Beckwith & Fleming, vessel agents, has been enabled to return to business. He suffered about three weeks from a very bad abscess, which has now healed up.

Nothing has been done by the ore carriers. They have been in the habit of obtaining high rates, and at present writing shippers are not straining themselves in their efforts to secure vessel room. The Northwestern road is now bringing into Chicago 500 tons of ore per day, and this may account, in no small measure, for the apathy manifested by the shippers. It is believed that an offer of $1.40 per ton, at present, would capture the entire ore fleet in port.

The Lehigh Valley Transportation Company will add several propellers to their fleet this winter.

Captain W. E. Ladner will act as master of the steambarge Ida M. Torrent as soon as navigation opens. He succeeds George W. Pardee.

Captain Peter Kiolbassa, whose term as marine enrolling and license clerk at the custom house will expire Dec. 31, will be superseded by M. J. Griffin.

W. B. Dimick, the wrecking-master of the Continental Insursnce Company, of Buffalo, passed through Chicago Tuesday on his way to the wreck of the schooner Metropolis at Old Mission. He will attempt to sell her cargo of pig iron where it lies in eleven feet of water.

Captain William F. Mitchell's one third interest in the schooner City of Sheboygan, under a foreclosure of a mortgage resting on it, last Friday passed to F. Herhold, who, with his brother, now owns all there is left of the vessel. The City of Sheboygan on November 6 struck a rock near Detour and sank. The severity of the weather prevented a successful attempt at saving her.

Captain Ira H. Owen, the promoter of the recently chartered Owen Line, has returned from Cleveland where a steel steamer is being built for the company by the Globe Iron Works Company. The new company will meet in Chicago some time this week and elect its officers.

Captain C. W. Elphicke buried his youngest son Wilbur Judd Elphicke, aged 5 years and 1 month, at Graceland cemetery on Tuesday. WILLIAMS.

BUFFALO.

Special to the Marine Record.

We have but little news these days especially from lake marine quarters. Our creek during the week has been kept open by the exertions of the tugs, which have been placing boats in their winter quarters from day to day, as they get ready to get their chains out. Not a few of them have been in the drydock to stop leaks and get their bottoms calked and slight repairs. There are boats here that will make quite extensive repairs during the winter.

The City of Rome was in dock for several days. She came out on Friday, after a through calking and doing the needed repairs preparatory for spring business.

Propeller Buffalo just came out of dock after calking and a thorough examination of bottom and was towed to her winter quarters.

V. H. Ketchum, Captain George Mallory, is here and it is said will make extensive repairs during the winter of which mention will be made hereafter as the work progresses.

The steambarge D. M. Wilson, is now in one of the Union docks and will make considerable repairs, the Wilson has had a streak of uncommon bad luck this season, having been ashore at least two or three times and has had five different masters during the season of navigation. We might be pardoned in using the adage. "Too many cooks spoil the broth."

We are having quite a busy time amongst the boats, and carpenters will have plenty of business this winter if the weather proves favorable for out of door work.

It is reported that the Parker Transportation Company, of Detroit, have purchased from Smith, Davis & Company the schooner Red Wind for a consort to the Annie Smith, owned by that company. The damage is not mentioned as yet.

An offer of $55,000 has been made for the H. A. Packer but was refused.

It looks very promising for sharp trading and exchange of vessel interests this winter. A great many inquiries are being made about steam tonnage and those who are looking in that direction think the sooner the purchase is made the more favorable it will be.

The number of vessels of all kinds in the port of Buffalo is not larger than it has been in some previous winters, but for the number then is a greater amount of tonnage than there has been for several years past very desirable class.

The new boats under construction in our port are fast taking shape.

Agents Linsted & Owen, of the Vermont Central, have perfected arrangements for the lease next season by that road of the propellers Newburg, Waverly, B. W. Blanchard, and St. Paul. The contracts are all drawn up, and are to be signed by the proper railroad officers at a meeting here next week with the owners of the boats. The Newburg is to get $17,000 and the others $16,000 for the season's work between Chicago and Ogdensburg. The Pridgeon has been rechartered by the Vermont Central people, thus getting a line of eight boats with the Frost, Haskell, and Averell.

The amount of grain and flour received at Buffalo by lake during the season of 1886 has been exceeded but once in the history of Buffalo; that was during the season of 1880, yet in 1878 and 1879 more grain of all kinds was received than in 1886. Every year shows increased milling facilities out west, and a consequent increase in the movement of flour. In 1886 there was an increase of 1,381,432 bbls of floor over 1885. Compared with the year last named, there was an increase of 13,694,930 bushels of wheat, an increase of 5,249,068 bushels of corn, an increase of 174,257 bushels of oats, an increase of 186,167 bushels of barley, and decre asof 86,879 bushels of rye. The total increase in all grain over 1885 is 19,217 548 bushels, and in all grain, flour reduced to wheat, 26,124,703 bushels. The receipts of lumber compared with 1885 show an increase of 46,656,952 feet; in lath and shingles there is also a large increase, but a decrease in staves.

B. Smith, who lately retired from the insurance firm of Smith, Davis & Company, has sold to E. P. Hollister and A. E. Cottier, of the same firm, his third interest in each of the steamers City of Rome and H. D. Coffinberry, and consorts Redwing and Newcomb, the aggregate consideration being about $75,000.

The new propeller now being built by R. Mills & Company is all in frame. They are progressing rapidly with the strapping, the frame is of excellent quality of timber and well proportioned. This vessel will be a very desirable business boat and if the design is fully carried out she will be a barge and a propeller build somewhat of a departure from the old rule.

The new steel boat or ship for the Union steamboat company is beginning to take shape; her midship frames are well along. WM.

LORAIN.

The Thomas Gawn will receive new deck and other necessary repairs at this port this winter.

The lumber barge Richard Martini has been hauled out at the old furnace dock and will be lengthened twenty feet and will come out as a steambarge next season.

BELLEVILLE.

The schooner Belle, owned by Henry Smith, of this city, which was frozen in near Masassauga Point, was burned on the night of the 8th.

MARITIME LAW.

COLLISION—MOORING OF VESSEL—SPACE OCCUPIED — LOCAL ORDINANCE — VESSEL MOORED—TUG AND TOW—NEGLIGENCE.

The Nicholson and the Adams.

District Court, N. D. New York. October 18 1886.

If a local ordinance permits the mooring of vessels, two abreast, and if the two together do not project as far into the river as a single vessel of the class constantly occupying the same space, the vessel at rest cannot, by reason of the circumstance that she is moored as aforesaid, be charged with negligence in being moored in an improper place.

A tow is in fault if, in threatening weather she enters a narrow fairway, filled with vessels, with her head sails insufficiently secured, and, if this fault contributes to produce a collision, she is chargeable with negligence.

The degree of care required on the part of the tug must, obviously, be measured by the condition of tow. To tow a large and deeply laden schooner up a narrow and obstructed channel, at the rate of five or six miles an hour, with a hurricane blowing, and the tow's sails unfurled, is not good seamanship, and, if this lack of care contributes to a collision, she is chargeable with negligence.

In Admiralty. Action *in rem*, against tug and tow, by the owners of a vessel moored in a river.

George Clinton, for libelant.

H. C. Wisner, for the Nicholson.

George S. Potter, for the Adams.

Coxe, J.

The libel in this action is filed by John Wimett, the owner of the canal boat R. Webb Potter, against the schooner Elizabeth A. Nicholson and the steam tug James Adams, alleging that on the evening of September 8, 1885, a collision, occasioned by their negligence occurred between the schooner and the canal boat, by which the latter received serious injury. The Adams is a large and powerful harbor tug. The Nicholson is a three masted schooner, with a capacity of 650 tons, carrying a square sail, square topsail, and topgallant sail on her foremast.

On the evening in question the Potter lay moored at the Lion elevator, near the entrance of Peck slip, on the westerly side of the Buffalo river, outside the steam canal boat Scoville and the steam tug Maytham. It was a frequent occurrence for boats to lie at this point. The river for some distance below is about 200 feet in width, but at the point in question it is somewhat wider. During the early part of the evening the wind was light, blowing from the southeast and south, the velocity being about seven miles an hour. At 10 p. m., as appears by the record of the United States signal office, it had increased to 18 miles, at 11 p. m. it was 14 miles, and at midnight 20 miles per hour. At 11:20 p. m. a very severe squall set in from the southwest, and continued until 11:55 p. m., the wind blowing from the lake, and directly across the river. At 11:45 the wind reached a maximum velocity of 35 miles per hour. The storm was accompanied by rain, thunder, and lightning. The night was very dark. The Adams had taken the Nicholson in tow some three miles up the lake, having two lines from the schooner,—one from the port, and another from the starboard, bow. Her destination was the Wells elevator, some 900 feet beyond where the Potter lay, and on the opposite side of the river. The Nicholson was heavily loaded drawing about fourteen feet of water. Her square sails were not securely furled, but hung loose in the gearing. The clews were hauled up close, but when the squall struck them the bunt-lines of the lower sail gave way, leaving about two-thirds of its surface exposed. The yards were braced around to port, so that the sails would draw when the wind struck them. The schooner and tug had arrived at the entrance to the harbor before the squall became serious. The schooner sheered badly, and the tug signaled for assistance, but continued her course up the river, at the rate of between five and six miles per hour. When near the Richmond elevator the tug dropped the port line, backed to the starboard bow of the schooner, and made a line fast to her timberhead, near the bow. At about the same time another tug, the Annie P. Dorr, came to the assistance of the Adams, and took a line from the starboard quarter of the schooner. Soon afterwards the Nicholson sheered to starboard and struck the Potter on the starboard corner of the stern, two feet from the side, breaking the lines which held her to the other boats. The stem of the Adams struck the stern of the Maytham, and the line from the tug to the schooner was parted. The Potter swung out from her moorings, and before, she could be again secured another schooner, the Michigan, struck her, causing additional damage.

There is here a triangular contest, in which each boat insists that she is blameless, and that the collision was occasioned by the carelessness of the other two.

It is entirely clear that the accident was not, in a legal sense, an inevitable one. It is only when safe navigation is rendered impossible from causes which no human foresight can prevent—when the forces of nature burst forth in unforeseen and uncontrollable fury, so that man is helpless, and the stoutest ship and the wisest mariner are at the mercy of the winds and waves—that such accidents occur. The collision could have been prevented; therefore it was not inevitable. It also is true that no one of the three boats concerned would have been managed as it was if the sudden and almost unprecedented gale had been anticipated.

Negligence is imputed to the Potter in two particulars. It is said that she exhibited no light, and that she was moored in an improper place. The master of the Potter testifies positively that when he retired for the night he placed a light upon her forward cabin, and when he came on deck after the collision it was still burning. The proof that there was a light at all times on the Scoville is even more satisfactory. Opposed to this is the testimony of the crews of the tugs and schooner that they saw no light. When it is remembered that the night was dark and misty, that the schooner was destined for the Wells elevator, on the opposite side of the river, and that there was nothing to direct the attention of the sailors to the point where the canal boats lay until after the schooner luffed, it is not surprising that they did not observe the lights. After the schooner took the sheer there was little time for observation; the few minutes that elapsed before the collision were moments of intense excitement. The business in hand was sufficiently urgent to absorb the attention of every on the three vessels, and, if the lights on the canal boats had been far more brilliant than they were, it is quite probable that no one would have observed them. But I am fully convinced that had the light been absent it would not have contributed in the slightest degree to the accident. If the collision is attributed to the fault of the tug the great weight of testimony proves that her captain would have taken the same course if he had known the precise location of the canal boats at the Lion elevator. Indeed, he did know of the position of the tug Maytham, for she had for several days been tied up at that point. If, on the other hand, the collision is attributed to the fault of the schooner, it is entirely clear that she luffed from causes which could not have been affected by any number of lights at that point in the river. The tug would not, and the schooner could not, have taken a different course.

Regarding the position of the Potter, it cannot, upon this proof, be held to be improper. No regulation forbade two canal boats from lying abreast at that point. The two together did not project into the river as far as one of the larger steam or sail vessels which constantly lie along the docks. The court has heretofore considered several causes where it appeared that canal boats not only, but large vessels, were moored, three and four abreast, at dangerous points—so dangerous, in fact, that an argument inculpating them could easily have been constructed, for the city ordinances forbid more than two vessels from lying abreast—and yet the subject was not alluded to except incidentally. When a proper case arises the court should not hesitate to condemn the practice, but there would be little propriety in pronouncing that to be negligence which is permitted by local regulations, and which, perhaps, is rendered necessary by the crowded character of the harbor. The frequent occurrence of collisions which, were it not for this custom, might, perhaps, be prevented, ought, it would seem, to require more stringent rules in this regard, in the future, or at least the strict enforcement of the existing ordinances.

An examination of the voluminous testimony submitted leaves the mind in doubt as to the proximate cause of the accident. So many opposing opinions and conflicting theories are advanced, there is such a marked conflict as to what took place just prior to the collision, that anything like demonstration is out of the question. It is thought, however, that the evidence discloses negligence on the part of both the schooner and the tug, and that the disaster must be attributed to their joint fault.

First, as to the Nicholson. It is sufficiently established that her head-sails were not properly secured. Two-thirds of one of them, owing to the defective bunt-lines giving way, was exposed to the wind. As she passed up the river the wind through the slips caught her head-sails, and turned her bow to port. To counteract this, it was necessary, at such times, to keep her helm a-port. The next moment, as she came under the lee of the elevators and large structures on the westerly bank, the sails came becalmed, and the wind struck her starboard quarter. This, especially with a port helm, tended to throw her stern to port and her bow to starboard, and necessitated a quick change of helm from port to starboard, and vice versa, as occasion demanded. To thus enter a narrow fairway, filled with vessels, stationary and moving, would be questionable seamanship at any time, and in any circumstances; but with a storm threatening—and there is evidence of ominous signals in the sky before the harbor was reached—it was a grave fault. That it made navigation in the harbor more hazzardous is conceded. The schooner had exhibited a tendency to become unruly lower down the river, near the coal shutes. It can hardly be disputed that with her port braces hauled in, and her head-sails alternately drawing and becalmed, necessitating frequent and skilful changes of the helm, she was not in a condition to be easily handled. Indeed, it is quite clear from the testimony that her helm was not put hard a-starboard at any time after passing the Richmond slip, and, if put to starboard at all at that point, it was not done in time to prevent the sheer. Had her jibs or foresail been up and drawing her fault would have been admitted by all, and it must be held that the actual condition of her headsails was negligence, only in a less degree, and contributed to produce the accident. It is not necessary to examine the other acts of carelessness imputed to the schooner. They are disputed, and the one alluded to is sufficient to justify a decree against her.

Was the Adams at fault? It is true that a tug is not a common carrier or insurer. The highest possible degree of skill is not required of her. She is bound, however, to exercise reasonable skill and care in the discharge of her duties. The law requires her to know and guard against the perils of the harbor, to select the safest and best way to reach the point of destination, and to determine whether, in the existing state of wind and water, it is safe to proceed with her tow. The Nicholson, after she entered the harbor, was, in fact and in law, under control of the tug. The condition of the headsails of the schooner was obvious to those on board the tug. The master of the tug saw them hanging loose in the gearing. Knowing the intricacies of the harbor, he could appreciate the danger from this source more fully than the master of the schooner. The degree of care which he assumed must be measured by the obviously dangerous condition of the tow. Greater skill and prudence was required. What might have been skilful seamanship on a calm moonlight night must be regarded as bad seamanship when the condition of the elements on the night in question is considered. Stated generally, it was imprudent for the Adams totow a large and deeply loaded schooner. with her headsails unfurled, up a narrow and obstructed channel, at the rate of five or six miles an hour, on an dark night, with a hurricane blowing from the south-west. It is true that the sudden squall put both vessels in an awkward and hazardous situation; and though it is by no means easy, upon this proof, to determine which of the courses suggested the Adams should have adopted, it is quite certain that she should not have taken the course she did, which was the most perilous of them all. When just inside the pier at the lighthouse the squall burst upon them. The tug knew that she would have difficulty in controlling a vessel so circumstanced as the Nicholson. She could have checked down, and gone alongside of the schooner, and waited for assistance, where there was ample sea-room to maneuver. Even had she proceeded, it was not necessary for her, in the teeth of the harbor regulations, to proceed at so high a rate af speed.

Again, it was bad seamanship for the Adams, at the Richmond elevator, when the Dorr was at hand, and in a moment more would have had a stern line fast, to give up all control of the Nicholson, knowing that she was almost certain to sheer the moment the line was thrown off. Whether the tug backed or not after she reached the schooner's bows it is almost impossible to determine. If, as she insists, the bluff of her port bow was on the schooner's starboard bow, and she was pushing the latter over under a starboard helm, using all the power she possessed, it is difficult to understand how her stem could have struck the stern of the Maytham. To reconcile the two positions would puzzle the the most accomplished expert.

It follows that the libelant is entitled to a decree against the Adams and the Nicholson. A moiety of the entire damages, interest, and costs, should be charged against each vessel, severally according to the rule laid down in the Alabama, 92 U. S. 692, and the Washington, 9 Wall. 513.

There should be a reference to the clerk to compute the damages.

STOP THE SACRIFICE OF LIFE AND PROPERTY.

FRANKFORT, Dec. 20.

Special Correspondence to the Marine Record.

It is to be hoped that the harbor committee and men who are interested in mariners will urge that an appropriation be made this winter for the completion of the harbor of refuge at Portage lake, Manistee county, Michigan. Piers have been started at this point, being 400 feet apart, and what is now necessary is that they be extended out a proper distance into Lake Michigan, and the channel dredged to 18 or 20 feet in depth, making it one of the best harbors of refuge in the world. Nature has done much to help the project, an inland lake, three miles wide and six miles in length, is tapped by these piers; besides it is so situated that there is less sea there in all winds, excepting a west gale than at other points on the lake. If this harbor was completed at once, it would save many lives and thousands of dollars' worth of property which are annually lost and could be saved. Nearly every one in the United States has read of the loss of the tug A. P. Wright, near this harbor last week, and the terrible experience of the wrecked crew. Some of whom are yet in a critical condition, all of which could have been avoided if the government had Portage harbor finished; further than this, the schooner Dewey, in tow of the tug, after the line broke, drifted helplessly in Lake Michigan, and when brave Captain Flynn, of Point au Sable station, attempted to astist them, he and two surfmen lost their lives. This can also be charged in the same category, all owing to the unfinished condition of Portage Lake harbor, where both craft might have sought safe shelter if it had been finished to admit large craft.

Furthermore, the keeper of North Manitou island life saving station, who is a brother-in-law of Captain Flynn, who was lost at Point au Sable, hearing of the disaster, set sail for the coast, in a gale. After a couragous battle with the storm their craft capsized, and the crew clung to the boat nearly an hour when some fishermen at Gill's pier discovered and rescued them. This trip would not have been necessary had not the foregoing accident occurred, and can also be indirectly traced to Portage lake harbor.

A gentleman, well posted on marine matters says: "The completion of Portage lake harbor of refuge is a public necessity and the cost of completion is annually lost, which might be saved if it was opened, and I have no doubt but that the barges Marinette and Menekaunee, which were lost near by, would have sought shelter there, in tow of the steambarge, had they been certain there was water enough, thereby saving fifteen lives and $50,000 worth of property."

The attention of the lighthouse department has been repeatedly called to the fact that no light is on the piers at Portage lake, and the negligence is causing much talk and indignation on the part of masters of sailing vessels, coasting along the Michigan shore; causing them much loss of time, and danger in seeking that port on dark, stormy nights. This port has quite a large lumber traffic, and it is high time a beacon was placed there.

A life saving station at Portage lake would fill a long felt want. Survivor C. W. Annis, of the wrecked barge Marinette, says: "I think these stations are a splendid institution, and there should be more of them along the lake coast." Respectfully,

CHAS. BURMEISTER.

CANAL CONTROVERSY.

Already some professed friends of the canals are saying that it will be useless to ask the legislature for the sum of money which the canal union deems necessary for next year's improvement work on the state's waterways. There is a sneaking regard for the federal-aid plan back of this assertion. If the legislature were persuaded that it ought not to grant an appropriation, it would be more ready to make the appeal to congress, without which Colonel Weber says his efforts in the Washington quarter will be unavailing.

However, we are not yet ready to believe that the New York legislatute will refuse to do what the real friends of the canals ask. The newspapers which talk about "canal counties" and "anti-canal counties," thereby delude themselves as to the actual sentiment of the state. The commercial ditches have allies in unexpected quarters and also, it must be admitted, enemies in their own strongholds. We deem any discussion favorable to federal aid at this time, if not detrimental to the best interest of the canals, at least not calculated to advance them. But because the Erie county farmers' institute has passed resolutions, imploring help from

Washington, is it to be held that this county is "aga'in" the canals or that it does not contain a majority of inhabitants who believe that the state should guard and amplify its own? The patent absurdity of such an argument may help the reader to see the true character of similar arguments that are afloat.

It is of the utmost importance to the state at large that New York should treat its canals as its most precious possession. This is a proposition which, we submit, all intelligent citizens of New York, no matter where they live, will approve of and act upon. The new legislature is said to be of exceptional intelligence. That fact gives the true friends of the canal their highest hope.—*Buffalo Express.*

EARLY SANDUSKY DISTRICT SHIPBUILDING.

SANDUSKY, Dec. 12.

Special Correspondence of the Marine Record.

By the kindly interposition of Collector Finch I have been permitted the use of the enrollment documents in the collector's office, and submit the following list of vessels of all descriptions, that have been built owned or documented in the Sandusky district since 1816. The two schooners first mentioned, the Sylph and Wasp, were brought here, the first from New London, Conn., the other from Lansingburg, N. Y., up the Mohawk river, down Good creek to Oswego and up around Niagara Falls, thence to Portland, now Sandusky. The next two, the General Brown and Crogan, were built on Sandusky river and if they had legal papers they obtained them from the Erie or Detroit districts. One object in resurrecting these old-time vessels is like calling over the names of our old and long dead friends. Another object is to make a comparison between the vessels of earlier days and now. A history of most of them would be as difficult to write as a history of the "Lost Tribes," but would be very interesting to old sailors.

SCHOONERS.

Name.	*Where Built.*	*Y'r.*	*Ton*
Sylph	New London, Con.	1816	20
Wasp	Lansingburg, N.Y	1817	28
Gen Brown	Lower Sandusky..	1816	35
Crogan	do	1817	30
Spy	Portland	1827	30
Vienna	Danbury	1819	7
Woolf	do	1818	35
Liqure	Sandusky	1823	65
Inspector	Danbury	1820	35
Sir Henry	Venice	1824	22
Dread	Huron	1823	30
Governor Cass	Sandusky	1827	33
Mariner	do	1824	90
Commerce	do	1824	80
Young Tiger	do	1824	53
Marie Antoinette	do	1826	65
Constitution	do	1826	75
Wyandotte	Lower Sandusky..	1827	80
Austerlitz	Huron	1831	150
Jena	do	1832	60
Prince Eugene	do	1832	65
White Pigeon	do	1831	90
Morning Star	Venice	1827	30
Eclipse	Meekers	1825	58
Lady of the Lake	do	1825	80
Nucleus	Black River	1829	93
Louisa Jenkins	Huron	1827	73
Fox	do	1824	16
Franklin	Vermillion	1827	22
Mary of Milan	Huron	1828	46
Antelope	Perrysbuag	1829	45
Geauga	Fairport	1830	33
Swiftsure	Erie	1830	30
Com. Lawna	Huron	1832	48
John Richards	Erie	1830	43
Argus	Kelley's Island	1837	40
Josephine	Danbury	1837	43
Sandusky	Sandusky	1834	108
Platina	do	1834	91
Cincinnati	Lower Sandusky..	1828	53
Young Amaranth	Black River	1834	65
De Witt Clinton	Sandusky	1834	75
Grace Amelia	do	1836	45
Iowa	Huron	1839	52
Wabash	Grand Island N.Y	1835	102
M. Kingman	Avon	1837	103
Grampus	do	1828	25
Leander	Danbury	1838	129
Helen Mar	Vermillion	1837	111
Kewaunee	Port Ontario	1836	80
St Louis	Sandusky	1835	150
Buckeye	do	1841	148
Eugnie	Danbury	1842	38
SLOOPS.			
Happy Return	Venice	1818	15
Louisa Judson	Vermillion	1829	17
Young Rover	Coneaut	1830	20
Chas. Carroll	Sandusky	1833	46
STEAMERS.			
Cincinnati	Sandusky	1836	159
Sandusky	do	1834	377
Milwaukee	Grand Island N.Y	1838	407
Bunker Hill	Black River	1837	457
Delaware	Huron	1833	188
Ohio	Lower Sandusky..	1830	157
Sheldon Thompson	Huron	1830	241
Commerce	Sandusky	1837	78
Columbus	Huron	1835	391
Great Western	do	1839	780
Vermillion	Vermillion	1838	385

T. C. McGEE.

The Providence (R. I.,) Journal says the American Ship Windlass Company, Frank S. Manton, agent, of this city, supply about 90 per cent. of all the merchant steamers, yachts and sailing vessels of the Atlantic coast and Great Lakes with their patent steam windlasses, steam capstans, etc. Twenty-seven of these machines have recently been delivered, and they now have forty-five more under contract.

WALKING ON THE WATER.

Alphonso King, of Paris, the water walker, who attempted to walk across the Niagara River recently, on Friday attempted to walk on the water from the Bartholdi statue to the Brooklyn bridge. Harry Webb and two friends were in a skiff accompanying him. King, dressed in an ordinary suit, put on his shoes, which are 32 inches long, 8 inches wide, and 9 inches high, and started without a balance pole. The water was rough, and it was windy, and he had great difficulty in keeping his balance. His progress was very slow, and every minute the occupants supposed he would topple over. When approaching the turn into the battery the waves dashed against the walker, and he suffered from the cold. Webb was afraid the boat would upset, and was nearly frozen. He beckoned King to walk faster. King tried to increase his pace, but the wind and strong current prevented him from doing so. Finally no headway was made, and King gave it up. Brandy was given to him, his limbs were rubbed, and the boat headed for the battery, where the party landed. King says in this weather he would not make another attempt in New York Bay for $500. His feat was the greatest ever accomplished in rough water. He was on the water one hour and five minutes. He has walked across the Mississippi, and covered one mile and a half down the Ohio River.

A HAUNTED VESSEL.

A queer story comes from Bathurst, N.B., where the ship Squando was lately wrecked. It is very difficult to get men to work in her, and especially at night. Queer noises were heard in the cabin of the vessel, which no one could explain, and the men believe the vessel is haunted. There seems to be some fatality about her. When the Squando was in San Francisco some years ago the captain and his wife killed the first mate, severing his head completely from his body with an ax. The captain was hanged and his wife got a long sentence of imprisonment. The new captain was subsequently killed during a mutiny and the two following captains died on board the vessel. It was alleged by the master and sailors, who arrived at Bathurst on her, that she was haunted, and they left her in a body. The Norwegian consul then engaged two watchmen to look after her, but one night on board was enough. They allege that they saw a headless man walking in the cabin, that the bed clothes were pulled off them, that handspikes were flying around the deck, and that a cold clammy hand was laid on their faces and a voice told them to depart, and subsequent watchmen say that they saw a boat, manned by four men, hovering around the ship, which had the power of appearing and disappearing at will. The vessel is now without a watchman, as none can be found to stay on board during the night. The minister of customs has ordered an investigation into the cause of the wreck.

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UNITED STATES ENGINEER OFFICE, 34 WEST Congress street, Detroit, Mich., November 30, 1886. Sealed proposals for furnishing all materials and labor and constructing revetment at St. Clair ship canal, Michigan, will be received in triplicate, at this office, until 2 p. m., December 30, 1886, and then publicly opened. For further particulars apply at this office.

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No 8, N Y, B & A Express	*8 25 A M	*8 55 A M
No 26, Elyria Accommodation	†7 45 A M	.....
No 24, Buffalo Ac'm via Sandusky	†10 30 A M	†10 45 A M
No 24, Toledo Accom via Norwalk	†10 30 A M	†10 45 A M
No. 10, New York "Flyer"	.....	*12 NOON
No 12, N Y & B Fast Express	*2 10 P M	*2 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....
Westward.	**Arrive.**	**Depart.**
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No. 23 Cleveland Express	*2 15 A M	.....
No 3, Chicago Express via "	§5 20 A M	6 35 A M
No 25, Mich Accom Norwalk	.....	†6 30 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†8 20 P M
No 5, St Louis Ex via Sandusky	*10 45 A M	*10 50 A M
No 9, Chi Pac Ex via Norwalk	*6 15 P M	*6 40 P M
No 31, Elyria ac to Elyria only	.....	†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	.....

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Reference marks—* Daily, † daily, except Sunday, § daily, except Monday.

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Chicago Passenger	*9 00 P M	.....
Local Freight	* 4 40 A M	* 5 45 P M
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Chicago Passenger	.....	*6 45 A M
Fostoria Pascenger	*4 46 P M	*4 51 P M
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Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, O., THURSDAY, DEC. 23.

RAILROAD OR NAVIGATION?

Recent proceedings in the national halls of legislation have made it apparent that a conflict between the railroad and the lake interests of the country is impending of so serious a nature that it behoves the capitalists of the inland marine to gird themselves very seriously and determinedly for the contest. Representative Reagan has introduced his inter-state commerce bill year after year, with the indirect object of permitting the legitimate interests of the lakes to have fair play, but has always been defeated because he has been opposed by a railroad combination as vigorous as the vessel owners of the lakes appear to be supine with regard to their own interests. The inter-state commerce bill is once more before the representatives of the people, and Senator Cullom has declared himself prepared to fight hard to get it passed through the legislative body to which he belongs. It is not the same Reagan bill that has formerly been defeated through the influence of Senator Cullom. Representative Reagan and the Senator have made certain compromises, so that the bill may now be called the Reagan-cum-Cullom-cum-Railroad-Corporation Bill. No matter what its name may be, it is a measure wholly obnoxious to the vast interests of the inland marine community, and every board of trade, chamber of commerce, and representative marine body of any kind should lose no time in uniting to have it condemned. Its propositions involve the great question whether railroad pools, manipulated by unscrupulous organizations, shall be permitted to ruin the greater part of the traffic which naturally belongs to the lakes. The natural advantages of the lake system are so great with regard to legitimate mercantile traffic that it would appear impossible for any artificial combination of business rivals to stultify them; but nevertheless it is possible for a determined gang of railroad men to push their schemes with strength and resolution enough to actually compel to appear before the country the great question—Railroad or Navigation, which? That is one of the questions now before the country, and if it is decided to bolster up by artificial means a traffic which can be done naturally and without bolstering, the country will be a very heavy loser. Practically, it will have to pay heavy taxes to railroad corporations, while at the same time these same taxes will be paying for the expense of putting a great and flourishing industry beneath the ground.

It does not need a Philadelphia lawyer to understand that under ordinary circumstances carriage by water is cheaper than carriage by land. Yet the interstate commerce bill, now before congress, is nothing less than a scheme whereby to give transportation by land a monopoly over the trade of the whole of the northwestern part of the United States. Senator Cullom says, "Put this bill upon the statutes, and if it is wrong, if it shall be found to work a hardship, there will be abundant opportunity to amend it." But that is not the case. It is the stock plea of the lobbyist, of the schemer of any sort, and of the charlatan. If the interstate commerce bill were placed upon the statutes it would take years to undo the resulting mischief. Possession is nine points of the law. When a measure is once passed through both houses of congress teams of cart-horses could not recall it. The proper thing to do is to prevent the measure being passed—to protest against its principles *ab initio*. For this reason the Vessel Owners' Association of Cleveland, as well as the marine interests of every lake port, are seriously remiss in doing their duty when they do not arise to protest against legislation which is secretly intended to subvert the present lake traffic and turn it over to the tender mercies of a pool of clever railroad corporations.

The crux of the bill now before congress lies in the fourth section. That section makes it unlawful for any railroad to charge more for the transportation of passengers, "or of like kinds of property"—a most ambiguous description, which a little ingenuity may make to cover any rascality—under substantially similar circumstances and conditions for a shorter than for a longer distance over the same line and in the same direction, the shorter being included within the longer distance. But—and here lies the serpent in the grass—in "special cases" the commission provided for in the bill is authorized, upon application by a railroad and after investigation, to relieve the railroad from the application of the section. If the section were made absolute it would be all right; but the mischief lies in the "it," which gives a certain number of men the power to decide whether a railroad shall charge as much for short haulage as for a long transportation of cargo. Commissions ere this have been found to be dishonest, and where railroad corporations are concerned they are liable to be so again. The idea of charging just as much for a long distance as for a short distance originates with the wish on the part of some railroad companies to get the entire through traffic to the seaboard of a particular section of the country. The northwestern part of the United States is one of the granaries of the world. Its products are carried to the ends of the earth. The over-populated countries of Europe look to it to supplement their own insufficient cereal supplies. It is that vast grain traffic which certain railroads desire to obtain the full and absolute control of. The lakes are nature's outlet for that traffic. The railroads are not, and the corporations that own them know it. Therefore, they seek, by securing the moral and physical support of the nation, to secure inter state privileges which shall enable them to aggrandise the lake grain and lumber traffic at the expense of the entire community. Local sections of country are to be sacrificed for the purpose of giving through rates from producing districts to the seaboard outlets, and thereby stealing a trade which does not legitimately belong to the interests of the railroad companies. The speech made by by Senator Wilson, of Iowa, on Tuesday pointed out very plainly the intention of the railroad corporations to secure the control of navigation traffic, but he did not go far enough when he omitted to condemn the privilege accorded to a commission to work the will of any railroad company that might desire to discriminate against local points by charging them the same rates for short haulage as would be charged for long haulage to seaboard points.

The whole fact of the matter is that a railroad combination is trying to catch a through freight traffic and to carry with it a certain trade legitimately belonging to the lakes. The scheme these railroad gentlemen think they can work is to have long haulages supersede and kill the advantages of short haulages. Thus if a man wants to have grain conveyed from Chicago to Buffalo, he can only have it done so at the same price that grain is carried from Chicago to New York. The railroad corporations, pooled indissolubly together, will grant no fair local intermediate rates. They wish to grasp the whole trade of a district, to crush competition, and to fill their pockets at the expense of the whole American nation. It stands to reason—it is a fact which can not be advantageously disputed—that if a foreign trade is built up by an unjust discrimination between the proportions due to long and short distances of haulage, the people belonging to the United States must be the sufferers. If the railroad corporations succeed in seizing the commerce of the west by an extended system of through rates which bear harshly upon intermediate points, they do so at the expense of the people generally. They are, in fact, building up a foreign export trade at an infinitessimal immediate advantage to themselves, but at the same time with a most distinct result of damage to the welfare of the whole country. Let it be well understood that long haulage rates between the tract of production and the point of foreign exportation is a pretty nice little Machiavellian scheme, developed by a well organized railroad cabal, and unfortunately more or less overlooked by the factors in the navigation interests which are directly imperiled, for the seizure and control of a great foreign export trade, and the nation will perceive that to approve the inter-state commerce bill as it is now before the senate, will be to play into the hands of a well-handled aggrandizing force which has for years been scheming to destroy the natural and most desirable fruits of the internal navigation of the country. Why do not the persons interested in the navigation of the lakes imitate their rivals in the railroad interests? Have they a solid organization? Have they a responsible head appointed to guard their interests? They have not. They are beaten in generalship, even in corporalship, by the railroad corporations, a thousand times over

BRIDGING THE SAULT.

A communication from the chief of engineers, U. S. A., at Washington, was on the 18th inst transmitted by the secretary of war to the house of representatives, urging in strong terms the importance of so amending the act now before congress, authorizing the construction of a second railroad bridge across the Sault ste Marie as to require the drawbridge to be kept open at all times when trains are not passing over the bridge. The law under which the first bridge was provided for authorizes the Sault ste Marie Bridge Co., a corporation duly organized by and under the laws of the state of Michigan, whenever due authority shall have been given to any person or corporation by the Dominion of Canada, with the sanction of the British government, to build or join in the building of a bridge for such purposes, to build a bridge across the Sault ste Marie river, at or near the rapids in said river for the use of and connection of railroads whose business crosses or will cross the river at said locality." Section 3 of the act authorizes the construction of a drawbridge across the river.

At a meeting of the Cleveland Vessel Owners' Association, on the 20th, the effect of the new act was brought up and discussed in all its bearings on lake commerce. A letter from the U. S. engineer in charge of the Sault canal improvements, was read. In this letter General Poe advised the meeting that he had reported adversely to any action which will permit the construction of two bridges; that he had also recommended legislation which, if enacted, will modify the present law to the extent of requiring the drawbridge to stand open during the season of navigation and to be closed only when actually needed for the passage of trains. It is the purpose of the movers of the project to push it to passage as soon as possible, and if any adverse action is to be taken by vessel owners it should be done as speedily as possible. The proposed amendment to the bill, although it would mitigate the evils of obstruction to navigation for a while would not be of much benefit some years hence, for, as Captain Thomas Wilson said, it would not be many years before the building of another bridge would be demanded by the railroads at the hands of congress. The rapid growth of the northwest will soon require the construction of another railroad, and with a good prospect of bridging the Sault that stream would be the objective point.

A few of our contemporaries appear to think that the number of bridges across the Sault is the question of importance. But that is not at all the question which has any importance for the people of the United States. The interference by any means with a navigable highway is expressly forbidden by the national government. Section 2476 of the laws affecting the navigation of the highways of the United States, says: "All navigable rivers within the territory occupied by the public lands shall remain, and be deemed public highways, and in all cases where the opposite banks of any streams not navigable belong to different persons, the stream and bed thereby shall be common to both." Without any explanatory corollaries that law is definite enough. With all respect to our contemporaries, that law has not been violated in the strict sense of the term. There is now no bridge across the Sault, and there never has been. There is, however, a swinging coffer dam which, while it does not impede the traffic of the natural highway has been of yeoman's service in the regulation of the stream, and therefore has been of great value to the lake traffic. But the coffer dam is not a bridge. The Canadian government has a little to say about the construction of a bridge between points belonging to the United States and its territory, and it has not yet said anything, about permitting a bridge across the Sault to rest upon its shores. While the navigable rivers should be held inviolately free, a railroad corporation might easily tunnel beneath the canal and take the risk of running its traffic into the United States over Canadian soil. But will the states stand this? Will Canada stand it? Is not something about this fresh proposition to bridge the Sault uncommonly like a portion of the railroad companies' grand device to secure the commerce of the lakes by a so-called inter-state commerce bill?

In relation to inter-state commerce Senator Wilson said nothing practically. What he said was thus reported:—"Nothing has done more to demoralise railroad managers and agents than pools. It had come to be exected, indeed, that the pool of to-day would be disregarded by some of its members to-morrow, and this came to be the basis of the hope of reward by railroad officers and agents for enlarging business by the violation of such arrangements. Then came the rate war and the consequent loss of revenue. Under the present system, however, these losses were unloaded on the business of intermediate or local points. This practice was in itself an outrage and the most fruitful source of complaint on the part of the people. A vast amount of the railroad traffic of the country was done at rates less than half of those charged on business between local points. That was an iniquity which ought not to be tolerated, and which the pending bill, if it became a law, would prevent. The people were willing that the railroad companies should prosper and should be reasonably paid for their services, but they did not recognize them as their masters, for they knew that railroad companies were created to be servants. And it might be set down, as one of the things irrevocably settled upon that the public demand, which had induced the reporting of the present bill, would not cease until justice was intrenched in the transporting system of the country. As an illustration of the injustice of the present system he stated that on the 16th of this month, corn was selling in western Iowa, where it had been a good crop, at from 20 to 25c a bushel, in Chicago at 36c a bushel, and in southeastern Iowa, where the crop had been a failure, at 40 and 42 cents a bushel, so that western Iowa corn was being sold in Chicago at from 3 to 6 cents a bushel less than in eastern Iowa. Congress, he said, had debated this subject for ten years; now let it act.

WHILE "charity begins at home," it is evident that it extends to the confines of the world. During the season of navigation just closed many a brave sailor man has lost his life, not through any fault of seamanship, not through the unseaworthiness of the vessel, but through the causes produced by the winter gales which sweep over the lakes, making them a terror to the bravest. Subscription lists have been started at different lake ports for the relief of the families of the unfortunates who have gone down in the icy waters. It is a duty that one mariner owes to another to relieve, to the extent of his power, the distress of the families of his shipmates.

IT is a pleasure to note the promptness with which some of the lake ports are acting on the suggestion advanced in the MARINE RECORD last week regarding the supplying of horses to the fitout of life saving stations. At Port Huron a petition is in circulation addressed to the department, looking toward this end, and we hope such action will be adopted at all other ports. It is well known by this time that we can get nothing unless we ask for it and keep asking.

THE life saving-service at Washington has requested the Chicago customs officers for wreck reports on the following vessels: Schooners Pilot, Spray, C. C. Trowbridge, Curiosity, W. H. Hawkins, John Bean, Jr., Maine, T. Y. Avery, and the steamer Union. It is the custom of the bureau to detail the work of the life savers in the annual publication, and full reports should be made as early as possible.

THE Western (Ont.) Herald advises some enterprising Amherstburg firm to buy the U. S. revenue cutter Fessenden and put her on the route between Amherstburg and Bois Blanc.

Captain Jenkins has purchased the wreck of the Ariadne for $50. He is at work removing the rigging, etc.

A DECISION was rendered in the U. S. Supreme court in the case of William L. Huse and others, appellants, against Joseph Glover and otherscanal commissioners. Appeal from the circuit court of the United States for the northern district of Illinois. The questions presented by this case relate to the navigation of the Illinois River. The State of Illinois, acting under authority of various acts of her Legislature, adopted about 1867 a system of measures for the improvement of the navigation of the Illinois River. Among these measures were the construction of locks and dams at Henry and at Copperas Creek, and the appointment of a board of canal commissioners to manage them and to prescribe rates of toll for the passage of vessels. The complainants, Huse, Loomis & Company, are engaged in cutting ice at Peru and other points and transporting it down the Illinois and Mississipp, Rivers to St. Louis, Memphis, and other southern markets. They contend that the dams and locks at Henry and Copperas Creek constitute an impediment to the navigation of the Illinois River, and that tolls collected from vessels which pass through the locks are in violation of article 4 of the ordinance for the government of the territory of the United States northwest of the Ohio River, passed July 13, 1787, and of that article of the United States constitution which prohibits the imposing of a duty on tonnage by any state without the consent of Congress. They therefore pray that the defendants in this case, who are the canal commissioners, may be restrained from collecting such tolls and from interfering in any way with the free navigation of the river. This court holds, first (following its decision in the case of Escanaba vs. Chicago, 107 U. S. 678,) that the ordinance of 1787 could not control the authority and power of the state after her admission. Whatever the limitations on her power as a government while in a territorial condition, whether from the ordinance of 1787 or the legislation of Congress, it ceased to have any operative force, except as voluntarily adopted by her after she became a state of the union. 2. That even apart from these considerations the terms of the ordinance of 1787 were not violated by the construction of the dams and locks in question. 3. That the exactions of tolls through the locks is in the nature of a compensation for the use of artificial facilities, and not imposts upon the navigation of the stream. If, in the opinion of the state, greater benefit would result to her commerce from the improvements made than from leaving the river in its natural condition—and that point the state must necessarily determine for itself—then it has full power to authorize such improvements, even although they may cause increased inconvenience and expense to the business of individuals. The decree of the circuit court in favor of the canal commissioners is affirmed.

THE COAST SURVEY.

Secretary Manning has transmitted to the House of Representatives the report of F. M. Thorn, Superintendent of the Coast and Geodetic Survey, showing the progress made in that work during the fiscal year ended June 30, 1886, and accompanied by charts illustrating the general advance in the operations of the Survey up to that date. The superintendent says that the form which the work of the Survey has of late years assumed is one that is the natural outgrowth of the needs of the country and of the increased demands, not only for accurate charts of the seaboard, but for data upon which the several States can have accurate maps of their entire territory. As the Survey has a corps of officers trained by long experience to execute its work in a most thorough and economical manner, it would be in accordance with the dictates of a sound economy that appropriations should be granted by Congress sufficient in amount to push forward the work to completion at an early date, and to employ, at the best advantage the professional skill now at the service of the Government. While the geodetic work in the interior was well advanced during the year, due attention was paid to immediate and pressing demands for resurveys of important harbors and highways of commerce, and special care was taken to give wide publicity to discoveries of dangers to navigation.

HALF FARE ON THE BEE LINE.

The Bee Line announces that special holiday tickets will be sold at one fare for the round trip, between all stations on each division of the C. C. C. & I. Ry. and D. & U. R. R., December 24, 25 and 31, 1886, and January 1, 1887, good to return at pleasure until January 3, 1887, inclusive. Children between the ages of five and twelve years will be sold tickets at one-half these rates. For detailed information, ask any Bee Line ticket agent.

STEERING GEAR.

CHICAGO, Dec. 21.

Special Correspondence of the Marine Record.

The collision which took place in November between the steamers Alaska and Oregon on Detroit river should bring very forcibly to the minds of steamboat men and owners, and particularly marine insurance companies, the danger of allowing any longer two different ways of turning the wheel to handle the rudder, as is the case on the lakes at present. If I remember aright, from the account I read of the collision, the order was given to the man at the wheel on one of the steamers to put his wheel to port. He put the wheel the wrong way (on that steamer) a collision, $15,000 damages, and possibly a law suit is the result.

A number of years ago the use of the larboard was done away with on vessels because of the possibility of it being mistaken for starboard, with disastrous consequences. It certainly was a wise and much needed change. But at the present time, with all navigable waters crowded with steamers, a great oversight of the government is the privilege allowed every steamboat, owner or captain to arrange steering gear to suit himself. The result is the word starboard or the word port with regard to turning the steering wheel has directly opposite meanings on different steamers. And with the continual changing of officers and men it is impossible to prevent mistakes in steering, which can not be ascribed to either incapacity or ignorance. We venture to say there are not many officers on the lakes but have had more or less annoyance from this source, and there can be no reasonable doubt it has caused the loss of life and property. Let the result of turning the wheel be the same on all rudders and one prolific cause of collision will be removed.

This is a matter of sufficient importance for the marine branch of the government to take in hand at once. I know of no surer way to bring it to the notice of those most interested than through the MARINE RECORD. I am of the opinion that it had much to do in bringing about the much needed uniform code of engine signals two years ago. If you do as much for the "rudder" the RECORD will be entitled at least to a subscription from every person who rides on a steamboat on the lakes, either as a passenger or one of the crew.

STEAMBOAT.

To encourage Captain Lundberg, of the Swedish navy, who claims that he can build a ship that will make an average of twenty four knots an hour and possess greater carrying capacity than any of the trans-Atlantic steamers, Senator Stanford has given an order for such a vessel, and the Swede is having the plans now drawn, the vessel to be constructee, probably, at San Francisco. The captain, until he met the senator, could find no way of executing his designs, every government and capiatlist giving him the cold shoulder. Senator Stanford has no use for such a ship, but he wants to encourage the inventor, and will thus test the matter by experiment, cost what it may. His fortune of fifty millions yields him sufficient revenue to do a great many things in this way without inconvenience to him or his immense business interest. He will probably turn the ship, when completed, over to the government, if so desired, for just what it costs him. It is thought such a vessel could by very little trouble be converted into a dispatch boat or gunboat of extraordinary speed.

THE VESSEL OWNERS' ASSOCIATION.

After much discussion adverse to the measure before congress granting permission to certain corporations to build a bridge across the Sault, given in another column of this issue, Captain Patrick Smith appeared before the meeting, and suggested the opening of the mouth of the old river bed. Captain Patrick Smith said that all the vessel owners wanted the mouth opened because they could not handle their vessels unless the improvement was made. "The Lake Shore & Michigan Southern Railway Company are under bonds to remove the obstruction of their road bed "and to build a swinging bridge. A swinging bridge would cost $100,000. and although the opening of the month has been necessary for the last five years, the cost of the bridge has delayed matters." When our vessels were only 200 feet long, he said, we could twist them about anywhere in the river without any trouble, but they are much longer now, and it requires two tugs to get them to the docks. After they are unloaded the tugs must take them up into the slip to wind them. If the old river bed were open they would be taken out that way, and it would be a great saving of time and money. Heretofore the Lake Shore Company has maintained that the mouth of the bed was open to the northeast sea, and could not be used, but 1,200 feet of the east arm of the breakwater will be finished during the coming summer, and then that objection will be done away with. An opening of the old river bed into the basin would be of great advantage to vessels going in or out."

President Hanna said: "Cleveland is losing her prestige in the coal and iron ore trade. The competing points along the lake, Ashtabula, Lorain, and Fairport, are surpassing us. Our dockage and general facilities are not sufficient. By opening the old river bed our vessels could be handled with greater ease and dispatch. It would also increase our dockage. We now come into the city through the bridges, the Lake Shore Railway bridge, the Valley bridge, and the Willow street bridge, which obstruct and narrow the river. The Lake Shore Company has filled in the old river mouth. If that were opened extensive dockage facilities would be available, and it would expedite the getting of vessels to their docks for loading and unloading. One of the great drawbacks to Cleveland is the time it takes to load and unload."

Captain Wilson moved that the association request the council to take measures to open the old river bed. This motion was carried, and the president appointed Messrs. Goulder and Captain Guyles and Captain Wilson a committee to present the matter to the council. It was also decided to request the Board of Trade to take similar action in the matter.

When the meeting adjourned Captain Smith and President Hanna appeared before a meeting of the Board of Trade, and informed that body of the action of their association. Both gentlemen argued the opening of the mouth of the river before the board, and a similar resolution to the one adopted by the Vessel Owners' Association was made and carried. Captains Smith and Guyles and William Edwards were appointed a committee to draft the resolution and present it to the city council.

[*Around the Lakes Continued from 1st Page.*]

PORT HURON.

Special to the Marine Record.

There was a union memorial service held in the Baptist Church on Sunday evening for the Port Huron sailors who lost their lives on the great lakes last year. Addresses were delivered by the Rev. A. H. Ross and J. W. Campbell. There was a large congregation and a fine sermon was delivered.

The steambarge Curtis is in Dunford & Alverson drydock, cut in two, to have 30 feet put in her. It will increase her carrying capacity about one-fourth more, and then she will be as fine as any of the boats. There is some talk of making her a double decker.

The steambarge George King is to receive an entire rebuild at this port this winter new steel arches and everything to make her one of the finest on the lakes.

The schooner Unadilla is to receive an entire overhauling some time this winter.

There are no signs of the new tug for Runnels & Cornwell's line yet.

Captain Byron Inman and W. Y. Herron have returned from Duluth to winter. Good luck to the boys.

There are more boats layed up at this port than there has been in six years. There would be any amount of vessels hailing from Port Huron, but our intelligent council will never give them any benefits in the shape of a reduction of taxes; therefore they are owned in Port Huron and hail from other ports.

Captain Conky is around with a petition to have horses at all life saving stations to draw the boats and life saving gear to a wreck. This is first class, Arthur. Good luck to you and all who sign your admirable petition.

The Phœnix Iron Works are building a large Scotch boiler for the tug Sumner of Alpena, size 12 feet in diameter by 12 feet 6 inches long, of the best of steel. The men are idle now however, waiting for material.

Love & Scofield have two boilers to build, one for the steam tug Clara, of St. Clair, which is being rebuilt at that place, and will come out one of the finest tugs and excursion boats on the St. Clair river. Mr. McElroy never will be beaten. He has the finest and fastest boat on the western waters in the steamer Mary. His other tug, building in Toledo, will have all the modern improvements.

At the memorial meeting a collection was taken up and the sum of $50.13 would have been exceeded had the object of the meeting been published in the daily papers.

Captain J. McArthur has removed from Algonac to Port Huron.

REUBENZY.

TONAWANDA.

The propeller W. H. Gratwick has been sold by the Gratwick, Smith & Fryer Lumber Company, of Tonawanda, to C. H. Woodruff of Buffalo, who takes half, John C. Pringle of St. Clair and Hollister Bros., of Tonawanda, who take a quarter each. The price is $50,000, of which $20,000 is paid down. She will tow the Sweetheart and another barge, still to be selected, in 1887. The barges Marvin and Fryer will tow with the Ed. Smith. The Gratwick, Smith and Fryer Lumber Company will have a new steamer to take the place of the Gratwick by the opening of navigation next season. The new boat is now well advanced at Frank Wheeler's shipyard at West Bay City.

DULUTH.

After the loss of the steamers Martini and A. Booth comes the sinking of the tug T. H. Camp, all owned by A. Booth & Son, at dock in Duluth. All of the above boats were in command of Captain Brown when they were lost. It is probable that the Camp in cutting her way through four inch ice, with a cargo of 20 tons of fire on board, cut the light strake under the rail not protected, whereby causing a leak from which she sunk. The cargo, which was valued at $3,500, was saved. The tug was valued at $3,000. She can be easily raised.

The big schooner David Dows has been loaded with wheat, and forms one of the best storage houses in the harbor.

Captain Donahue has contracted the Mollie Spencer for log towing at Ashland next season. She will leave Duluth as soon as navigation opens.

MILWAUKEE.

James Sheriffs has entered into an arrangement with Messrs. Wolf & Davidson for the construction of a triple compound engine. The frame and bed-plate of the engine of the dismantled tug William Goodnow and a set of cylinders from one of the steeple compound engines of the wrecked steambarge W. T. Graves are to be utilized for this purpose. The engine will develop power sufficient to drive a craft 1,000 gross tons carrying capacity. The cylinders have a bore of 18 and 36 inches respectively, with 30 inch stroke. Mr. Sheriffs is to take what is left of the engines of the Graves and Goodnow in part payment of the work.

William Burton, once well known in Milwaukee marine insurance circles, is running a grocery on South Manitou Island.

The Annie O. Hanson will be placed in the Milwaukee drydock for repairs.

The propeller Dean Richmond is having her bottom heavily ironed in the Milwaukee drydock. She will ply between that point and Grand Haves throughout the winter.

FAIRPORT.

Special to Marine Record

The amount of ore received at this port during the season just closed aggregates 112,867 tons and it is estimated that of this amount 80,000 still remain on the docks. Of the 108 vessels to arrive here 88 were ore laden, the cargoes averaging 1282 gross tons. It is estimated that this quantity will be greatly exceeded next season. It is thought that a new line of steamers will ply between the iron ore regions and this port in 1887, one of which will be a large steel steamer now building in Cleveland. S.

ERIE.

The sudden freezing of the bay at this port left the Ashtabula tug Rob Roy ice bound, and Captain Tallman made preparations to go into winter quarters, thinking he would be unable to reach his home port, but on Tuesday evening, the 14th, he learned the tug Erie, a large and powerful boat, was about to leave for Buffalo, and would probably have no difficulty in getting through the ice. It was too late to secure a clearance at the custom house. This did not deter Captain Tallman, and falling into the Erie's wake, followed her through the ice and made a good passage to Ashtabula. Upon his arrival there he telegraphed one of his crew, a resident here, to go to the custom house, obtain clearance and bring it to Ashtabula. These facts being reported to the collector he deemed it his duty to fine the tug, but under the circumstances will ask the department to remit the fine.

CLAYTON.

The propeller Nipigon, which went ashore on Salmon Point reef, was got off and towed down to Clayton on the 12th, where it was found that she was leaking so badly that she could not be kept afloat. She was run ashore in the lower bay in order to save her.

Captain Wm. Brooker has arrived home for the winter.

NOTICE.

SANDWICH, ONT., Dec. 17.

To the Captain of the schooner Blake:

Dear Sir: Did you find your anchor that you lost in Detroit river last fall? If not let me know and I will pick it up for you as soon as the ice clears up. Address

H. N. MELOCHE,
Box 31, Sandwich, Ont.

A RARE LAKE CHARACTER.

That neat and staunch old time craft, the schooner Constitution, Captain Robert Kerr, was lying at her moorings for the season in the old river bed, when a RECORD representative boarded her a few days ago. The decks were in some places covered with snow, and the rigging gave evidence of the severity of the terrible storms through which she had ridden successfully. "You say the Constitution is a good old-timer," said the captain, "but she has on board an old-timer whose record probably beats that of any other man now sailing on the lakes. Come this way." He led the way into the cosy little cabin aft, by the stove of which a short, elderly gentleman, dressed in blue flannel, was sitting, perusing what were evidently ship's accounts. "Mr. Pike," said the captain, "let me introduce the representative of the MARINE RECORD to you." The old gentleman rose, made a bow with the easy grace of a Count d' Orsay, and begged the company to be seated. Although Marshall S. Pike is now verging upon seventy years of age, he is in an excellent state of preservation. He is short but stout, has a clear blue eye, and a close-cropped, gray mustache which helps to outline but not conceal a well-formed, humorous mouth. Mr. Pike is now steward on board the Constitution, but in the days long gone by, he was everywhere known throughout the east as a composer, ballad singer, and manager of minstrel companies. His recollections of men and manners would fill many a large sized volume, and no more delightful conversation can be imagined than when "the old man eloquent" smooths back his whitened locks and tells a yarn about his experiences either on the public stage, in the horrible dens of Libby prison at Richmond, Va., or on board a lake schooner in a fierce Novemter gale. Some might think "the veteran lags superfluous on the stage." Nothing of the kind. The old gentleman still thinks that he may return to his old occupation as a vocalist and manager of concert or quartette parties. Sailing on the lakes benefits his health, which the vicissitudes of an extraordinary career of activity had somewhat shattered; but he still has his voice—not quite as good as it once was, of course, but still good enough to give more than ordinary pleasure—while he also has a knowledge of old-time American ballads and glees which very few other men in the states possess. Many of the songs he wrote nearly half a century ago, are still sung by the public. "Home Again," "Happy Are We To-Night Together," "The Lone Starry Hours," and "The Grave of Washington," are sung in the private parlor, in the concert hall, or in the social gathering, but few of the singers imagine that their author is now alive and the jovial steward of the schooner Constitution. "Home Again," from the opportunities it gives of harmonies among two or three voices, is, perhaps, the best known of Mr. Pike's song nowadays; but it is a rare pleasure for the old gentleman to read how his "Grave of Washington" procured him an invitation to the White House when President Polk was the chief magistrate and was surrounded by a crowd of notabilities whose names now adorn the pages of American history.

"Let me see," said Mr. Pike, as he turned over the leaves of an old scrap book, filled with reprints of his songs, programmes of concerts he has given, and criticisms of his public appearances; "let me see; it would be early in 1846, when, after playing a successful engagement with my company of Harmoneons, at Baltimore and Philadelphia, we went to Washington. President Polk sent me word that he had heard so much of my 'Grave of Washington' that he would like to hear it very much, but that as he did not care, even if he could find time, to appear much in public—for President Polk was a man who evidently disliked public notice—it would be impossible for him to visit the theater, and, therefore, he must request me to do him the pleasure of visiting him at the White House. Of course I accepted the invitation with pleasure, and the President sent carriages for me and my brother Harmoneons to take us to our destination. I met and was introduced to some of the greatest celebrities of the day. There, for instance, was Daniel Webster, who seemed to me to be massive and powerful as well in body as in mind. Daniel chatted and joked with everybody. Then there were John Quincy Adams, Henry Clay, General Jackson, General Tyler, Lady Madison, and many other famous persons whom I do not just at present remember. I thought Clay had a very large, though not ungainly mouth, and was a very tall and solemn looking gentleman, with his long hair parted in the center and flung well backwards. Generals Jackson and Tyler were both very tall and serious looking, though they made themselves agreeable to everybody in a courtly dignified, old-fashioned way that I recollect with pleasure. As for the President, he was by no means a large man, but I can well remember his large dark eyes and dark hair, and his solicitude about the comfort of the 'Harmoneons.' I had to sing the 'The Grave of Washington' twice over the President was so pleased with it. If it were for nothing else, I am proud that I wrote that song, because it was the means of bringing me in contact with such a cluster of distinguished people."

Thus the old gentleman goes on with his reminiscences in the snug little cabin of the Constitution. A chance question about the appearance of the President and Mrs. Polk, recalls many other recollections not unpleasant. "Yes," says the old gentleman, as he clasps his hands around his knee and looks thoughtfully to the ground, "I shall never forget the kindness of the lady of the White House. She may not have been beautiful—though in my estimation she was—but she was certainly urbane, gentle, and possessed of all the tact that a hostess could have who was determined to make her guests comfortable and at ease. At the conclusion of my little concert, she stepped forward and placed a lovely bouquet of flowers in my hands. I kept the leaves of that bouquet, together with those of other flowers that I treasured, in an album for many years, and intended to keep them until I had no more use for pleasant mementoes of any kind; but just about ten years ago I opened that album, and my precious flower leaves crumbled into dust. I was very sorry, but it seemed to me a gentle reminder that time was passing quicker than I had suspected. Lady Polk is still alive—living somewhere in Tennessee—and must be a very old lady now. It has always been one of the later dreams of my life that I should write to her, or, better still, that I should pay a visit to her and recall that night in the White House when I sang 'The Grave of Washington' and she gave me the bouquet in the presence of the most illustrious people of the day. Ah, well, I may have that happiness yet. You may rest assured that if I ever again get hold of a minstrel company I will try to steer my course somewhere in the neighborhood of Tennessee, with the express purpose of paying my respects to the venerable Lady Polk."

Marshall S. Pike was born at Rocklawn, in the town of Westbury, Massachusetts, sixty-nine years ago, and it is over half a century now since he first appeared before the public. He and about thirty or forty other young men started in Boston what they somewhat ambitiously called "The American Dramatic Association." As he had an alto voice at that time he was cast chiefly for female characters, and, perhaps, there are old Bostonians still alive who will remember the lad who played "Elvira" in "Pizarro," the heroine in "Helen of the Alps," and "Distaffina" in "Bombastes Furioso." The old gentleman still smiles when he thinks of the trouble he had with the petticoats at first. They appeared to enter into a perpetual conspiracy to trip him up in the most thrilling situations. He next organized a club of glee singers. Some of the company could sing, others play musical instruments, while a few were expert dancers. Out of this sprang the Nightingale club, also managed by him, which gave concerts in Cambridge, South Boston, Roxbury, Brookline, and Brighton. Some of the members of this organization started the daily Boston Bee, a kind of variety paper, which afterward became the Atlas and Bee. Marsh, the cornet player, became editor; Mr. Pike was a constant contributor of poems and sketches; and the other members of the company did what they could to make the little literary venture a success. But the Bee contributors died off one by one, and just about the time that the Atlas and Bee expired the Boston Herald came into existence and has flourished ever since. Mr. Pike next associated himself with the Euterpeans, who gave variety concerts all through the eastern counties. At the time—probably about 1840—when the city of New York first tapped the Croton for its water supply, Mr. Pike founded a society and called it the Croton Glee Club, in honor of the cause of temperance, for all the members were teetotallers. It may be explained that Mr. Pike is now, as he always has been, a staunch teetotaller, and enjoyed in his time the active friendship and co-operation of such men as Neal Dow and John B. Gough. He attributes his hale old age to his practice of temperance principles. Among the members of the Croton club were W. H. Curtis, who became a favorite actor in Boston, especially through his delineation of "first old man" characters; Frank Whitman, once upon a time well known at the Boston museum; Gus Fennell, who did "walking gentleman" business and lectured at the museum, and many others once well known, but now "gone over to the majority." Mr. Pike's next engagement was with the "Harmoneons," who gave a remarkably successful series of performances from Boston to Maine, and from Portland to St. Johns, Newfoundland. The company was strengthened and played successfully throughout New York State, Pennsylvania, Connecticut, and elsewhere. It was during this tour that Mr. Pike had his red-letter day, namely, his appearance, by request, before President Polk, and the intellectual giants of the times. Mr. Pike was the first person that sat upon the public stage as a female singer in an "Ethiopian" minstrel troupe, and it is with keen delight that he remembers how in those days the Harmoneons "astonished the natives" by appearing, during the first half of their concert, in white kids, and vests, black broadcloth suits, and patent leather boots; and during the second half in the costume of "Carolina minstrels." Mr. Pike's marriage in Boston, in 1849, broke up the "Harmoneon" organization, and he turned his attention to the drug business; but the old craze for the glare of the footlights was upon him, and he joined the Æolians, an organization of minstrels, formed by J. P. Ordway, the well-known music publisher of Boston. "Why," exclaimed the old gentleman, "Pat Gilmore is coming to Cleveland again to give one of his great concerts. Well, I remember Pat when he wasn't by any means such a great cornet player as he is now; and I particularly remember when, in 1851, he used to sing with me in the quartette—one of my own composition—'Happy Are We To Night.' I wonder if Pat remembers those old times. If he were in this old cabin now I dare say we could swap many a yarn of the days gone by."

Mr. Pike re-founded the "Harmoneans," and followed this by getting up "Pike's Star troupe, which flourished until the war broke out, when he bade good bye to Euterpe for a time and followed the footsteps of Bellona. As a member of the 22d Massachusetts regiment, Mr. Pike was present at the Seven Days' battle before Richmond, and was one of the unfortunates who were captured and sent to Libby prison, Richmond Well does he remember how, though tired, hungry and footsore, he and his comrades were compelled to march six miles in the night time before Libby was reached; equally well does he remember the sufferings which he had to endure for seventy-three days in that Southern hell upon earth. Mr. Pike intends to publish his experiences of Libby, and those who know him now as a genial shipmate will learn what he went through as a soldier of the Union. After the war the steward of the Constitution resumed the minstrel business again at Boston, forming "Pike and Yankee Glunn's Comedy Combination Company," which afterward became known as "Kimball's." He then opened three summer houses at Rocklawn, where he had E. L. Davenport and many other stage celebrities of the day staying with him. Then he took to managing hotels in Chicago and Philadelphia, beside taking over the management of the Aux Plaines House at Riverside. Becoming disgusted with business he accepted the office of comissary for the Northern Pacific railroad company, and filled the position till November, 1871, when Jay Gould failed, and then he made his way to Chicago. He was not a man to be stuck by trifles. In the course of his extraordinary career, he had learned the art of cooking, and he made his first lake trip with Captain Orvill Green, who was sailing the James C. King, of Buffalo.

Off and on, the old gentleman has stuck to the lakes, until this is now his tenth season on them. He has shipped with Captain Montague in the J. B. Wilbur, he is well known on the Owasco, and other lake boats, and now he will remain on the Constitution with Captain Kerr until the old love for the concert platform becomes too strong to be resisted. Marshall S. Pike is a character in his way, but, above all, a man who believes with Pope:—

"Honor and fame from no condition rise.
Act well your part; there all the honor lies."

OFFICIAL NUMBERS AND SIGNAL LETTERS.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION, WASHINGTON, Dec. 13, 1886

To the Editor of the Marine Record:

Following is a list of merchant vessels of the United States to which official numbers and signal letters were assigned by the Bureau of Navigation, Treasury Department, during the week ended Dec. 11, 1886:

Official Number.	Signal Letters.	Rig.	Name of Vessel.	Tonnage. Gross.	Net.	Home Port.
			SAIL VESSELS.			
3,362	.....	Sc.	Boyd N Sheppard,	32.23	30 62	Morristown, N. J.
125,397	.....	Sc.	Charles Feahney,	7.96	7.57	B loxi.
140,858	.....	Sc.	Lavina,	71 23	67.67	San Francisco, Cal.
140.859	.....	Sc.	Louise Meehe d.	6.12	5 82	Beaufort, N. C
91,887	.....	.....	Mary Jane,	5.56	5.29	Somers Point, N. J.
91,888	.....	Sl.	Mabel Josephine,	6 52	6.20	Patchogue, N Y.
91.889	.....	Sl.	Marie,	7.47	7.10	Charleston, S. C.
91,890	.....	Sc.	Mayflower.	42.60	40.47	Perth Amboy, N. J.
91,891	.....	Sl.	Mary E. Adams.	10.07	9 57	Seaford, Del.
91,892	.....	Sc.	Melvinia Condiff.	24 08	22.88	Phi ade'phia, Pa.
			STEAM VESSELS.			
76 661	.....	St. p.	John Fow'er,	237.89	237.89	Nashville, Tenn.
155,132	.....	St. p.	Orange,	1096.87	901.98	New York, N. Y.
145,438	.....	St. p.	Teche;	485.00	485.90	New Orleans, La,
			UNRIG'ED VESSELS.			
36,773	.....	Barge	Edith,	87 06	82 71	Mew York, N. Y.

T. B. SANDERS, Acting Commissioner of Navigation.

LATE ARRIVALS.

The arrival on the 3d of the schooner Vickery and barges Huron and Onondaga in tow of the tug Proctor caused no little interest. The vessels were completely covered with ice. The Huron and Vickery were towed to Ogdensburg. The Vickery is the schooner whose remarkable escape from being wrecked has caused so much comment about the lake and river. The captain gives a most thrilling account of the vessel's movements on the now famous trip, some of it reading more like the romance of an arctic expedition than a voyage on the inland lakes. After being unable to make Oswego harbor, he drifted about until he passed a wrecked vessel's spars, when he concluded that he must be near shore, though he could distinguish no land on account of the storm. He accordingly managed to get out his anchors and succeeded in riding out the blow. When morning came and the storm lifted the crew were astonished to find within twenty feet of the stern of their own boat the bow of the wrecked schooner Comanche. Though the Vickery had found temporary safety a new danger threatened. The boat had become so thoroughly coated with ice that it was found impossible to work the sails. Twenty men could not have moved one of the mainsails. Word was finally got to Oswego, and those who visited Mexico Bay describe the schooner as converted into a huge iceberg. Every rope, every spar, her decks, bulwarks and hull seemed built of solid ice, some authorities stating that fully one hundred tons had accumulated about the vessel. Fires were built on the ice covering the decks and much of it removed in this way. She still carries a huge deck load forward, and was so down by the bow that she could not be steered. It is understood that she is now in the hands of the insurance companies and that Hall & Company were guaranteed $500 salvage for getting her safely into the river.

A NOVEL FORM OF VESSEL.

This vessel is rectangular in plan and cross section and double convex in longitudinal section and side elevation. The measurements in the following description may be regarded as suggested proportional dimensions. The hull is 180 feet long, with flat vertical sides, 12 feet high at their middle parts and tapering to a point at the water line. It is 60 feet wide, the bottom being flat in cross section, but curving gradually upward from the middle part to the ends. The middle third of the deck is flat, while the end thirds curve downward to meet the ends of the bottom. The vessel is provided with two or more stationary weighted keels, as may be required, but in all cases a keel is placed beneath the lower edge of each vertical side. Two or more rudders are used, controlled by chains in the usual way, and two or more masts may be employed, or the vessel may be driven by steam power. The interior of the vessel is divided into a number of water-tight compartments, and, if used for war purposes, the side compartments could be made shot proof by jute fiber, which would float even if full of holes. Drawing very little water, the vessel could enter any harbor. Oil or grain could be carried in bulk, thereby economizing in labor and cost of cans, barrels or bags. It is evident that such a vessel would have great breadth of beam in connection with a very fine "entrance" or "run," and, as a war vessel, would produce a most formidable ram and have great steadiness as a gun platform.

This invention has been patented by Mr. W. L. D. O'Grady, of Maiden Lane, New York City.

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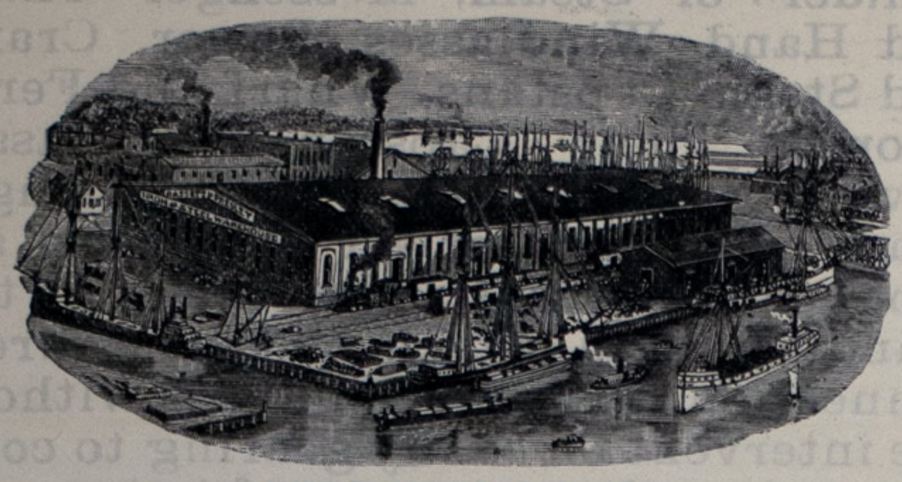

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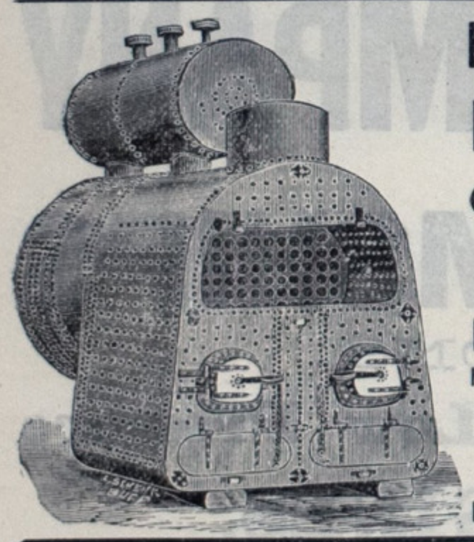

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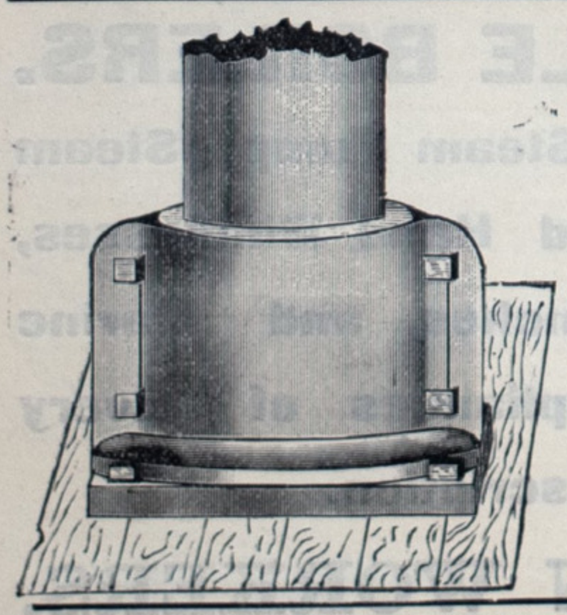

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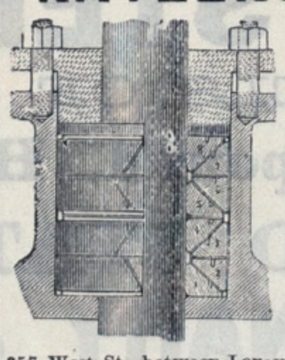

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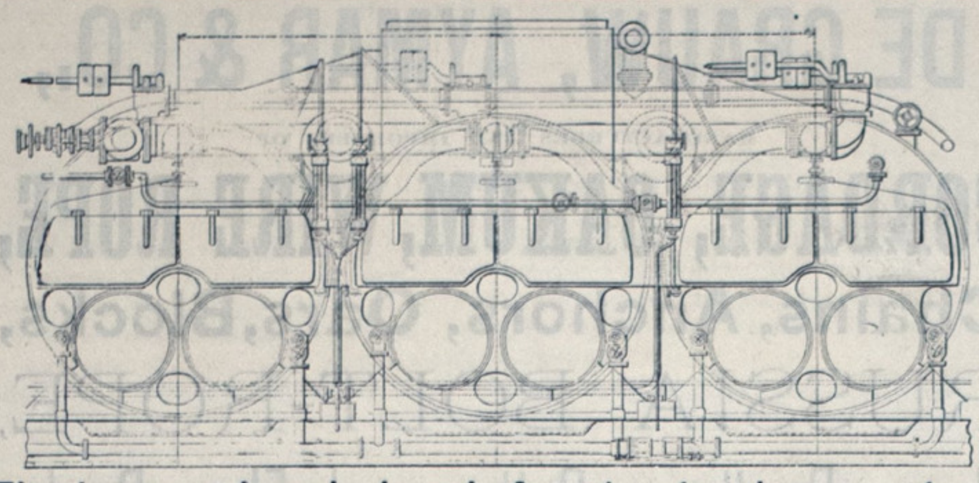

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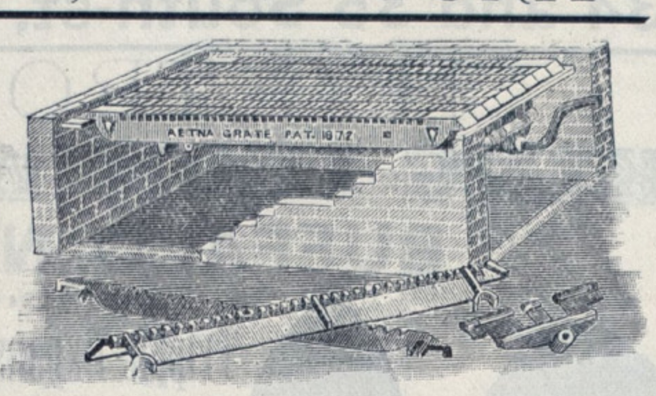

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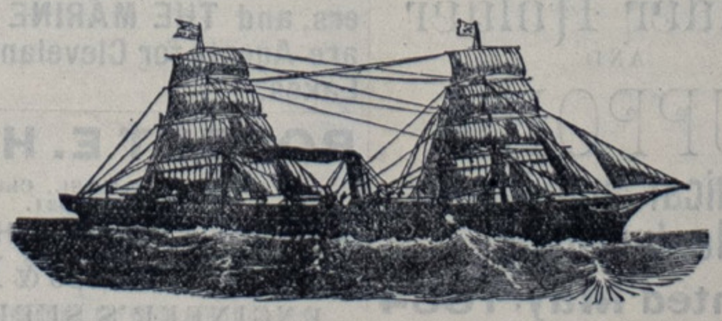

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